/For data on Forest Panchayats and their finances, see 26: Rao, AW1 India, Tables 21-24, pp. 214-218, category 116.

6:Fawcett G-5 (ca. 1900)1915
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family to compass the death of a member of the slayer's family. This custom was called *kudippaka* (literally, *house feud*), or in an abbreviated form, *kuduppu*. One curious fact connected with this custom was that the chieftain of the district intervened when a man was slain, and the body of the deceased was by him taken to his enemy's house, and the corpse and the house were burnt together. It is understood that an out-house was usually selected for this purpose, but it was a common phrase to say—

'the slain rests in the yard of the slayer.'

"Again when mortal offence was given by one man to another, a solemn contract used to be entered into before the chieftain of the locality to fight a *duel*, the chieftain himself being the umpire. Large sums (up to a thousand fanams or two hundred and fifty rupees) used to be deposited as the battle-wager, and these sums formed one source (*ankam*) of the chieftain's revenue, and the right to levy them was sometimes transferred along with other privileges appertaining to the tenure of the soil. A preparation and training (it is said) for twelve years preceded the battle in order to qualify the combatants in the use of their weapons. The men who fought were not necessarily the principals in the quarrel—they were generally their champions. It was essential that one should fall, and so both men settled all their worldly affair before the day of combat."

The origin of the duo-decimal period is obscure, but to this day it obtains in Malabar (and in Malabar only) in relation to all agricultural affairs. The land, in contradistinction to the rest of the Presidency (as a rule), is the absolute property of the landholders—the whole of Malabar is; the landholders let out their land under certain conditions for periods of twelve years. This is the ordinary period of tenure; now a days, much of the land is leased informally on a yearly tenure. Tenants must renew their right to possession of their land every twelve years. The subject of land tenure in Malabar is a very extensive one, and we will not discuss it, resting satisfied with having noted the observance of the twelve yearly cycle in connection with it. It is supposed to be governed by the cycle of Jupiter.*

* Friar Jordanus, Bishop of Quilon in the 14th century, said that people make a vow, and to fulfil it cut off their own head before an idol. "Barbosa says that the king of Quilaene or Coliacaud (Calicut) . . . after reigning 12 years, always sacrificed himself to an idol in this way."—"Madras Manual of Administration," vol. iii, page 643.

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survey carried out in Kerala on the eve of the Second Plan period. According to this survey, 6.3 lakh persons, that is, 4.2 per cent of the total population were openly unemployed while another 15.2 lakhs (5.2% of the population) were under-employed. This is, indeed, a very high degree of unemployment when compared with the corresponding all-India proportion of 0.58 per cent for the openly unemployed and 6 per cent for the under-employed.

1.58 There is some evidence to show that the level of unemployment has been rising steeply over the past few decades. Between the Census of 1931 and that of 1951 the participation rate slumped down from 48 per cent to 36.1 per cent. Although the difference in concepts used in the two Census operations exaggerates the extent of decline, it does convey some idea of the fast deterioration in the unemployment situation over the years.

1.59 Unemployment on this scale is the outcome of a high rate of population growth, unaccompanied by economic growth at a correspondingly fast rate. In spite of a large section of the population being engaged in non-agricultural activities, the rate of expansion of employment opportunities in this sector has been very low, and the pressure on agricultural sector has been constantly increasing. In the 20 years, between 1931 and 1951, according to the Census data, the proportion of population dependent upon agriculture increased from 34.2 per cent to 53.8 per cent.

1.60 The approach to the problem of unemployment has got to be two-sided. Measures to curb the rate of growth of population form one aspect of the solution. The second and the more important weapon is to accelerate the pace of industrial development so as to diversify the pattern of growth and, thus, reduce an excessive dependence on the agricultural sector. It is with this aim in view that the following chapters attempt to assess the resources available and to explore the development possibilities in each sector of the economy during the coming decade.

SOME RECENT TRENDS

1.61 Planned economic development, as in the rest of the country, was initiated in the State during the early years of the last decade. The First Plan of the State covered only the Travancore-Cochin region since Malabar was merged to from Kerala only after the end of the First Plan. The outlay for the First Plan was Rs. 30.03 crores. On a per capita basis the public sector outlay during the First Plan came to Rs. 32.2 per head (all-India Rs. 55). During the Second Plan, the reorganized State was allotted Rs. 87 crores. The total outlay came to about Rs. 97 crores if Central investment in the State be also included. On per capita basis, again, public sector outlay in Kerala was considerably behind the all-India figure (Kerala: Rs. 64 per head; all-India: Rs. 118).

1.62 Year to year estimates of growth of the State Income are not available for the last decade. This lacuna makes it difficult to assess the overall impact of the Plans on the whole economy. However, a very rough estimate has been made for growth of the State Income between 1956 and 1961 and the estimates are given in the following table.

11: India G-4, 5 (1960-1961) 1962 AW11 Kerala AW11

VEHICLE DENSITY

	Per mile of road	Per sq. mile	Per 100,000 Population
Kerala	2.14	1.54	146.6
West Bengal	1.20	0.92	111.1
India	1.20	0.32	104.0

Kerala comes up with the highest indices, but this is not surprising as the railway serves only certain limited areas and road transport has to serve the other areas.

8.19 Trivandrum and Calicut districts have the largest concentration of goods vehicles on the road ; Alleppey, Ernakulam, and Quilon figure next. As regards the stage carriages, Trivandrum district has the largest fleet ; Trichur, Ernakulam, and Calicut districts also account for large numbers of stage carriages but these are much smaller. The Coimbatore-Cochin route is saturated with goods traffic in cotton bales, fertilizers, planks, tea, tapioca, machinery, hardware, etc., particularly since the opening of the Mangalapuzha bridge replacing the Desom ferry. The traffic was expected to go up by about 50 per cent during 1961. Similarly the traffic between Calicut and Coimbatore, across the Palghat gap and between Calicut and Wynad (timber traffic) bound for destinations in Salem, Madras, Mysore, Tuticorin, etc., has been on the increase. As industrial developments presage considerable increase of traffic on these routes, problems of alignment, bridging, extra lanes, expressway sections, etc., may call for more investment and additional construction.

8.20 About 250 trucks are operating between Mysore and Kerala on inter-State routes. They are subject to the restriction that they may not operate on more than three important straight routes, not exceeding 300 miles in each State. Inter-State routing arrangements between Madras and Kerala are yet to be completed.

8.21 The business in goods transport in the State suffers from the preponderance of owner-operators of single trucks (1,717 operators). There are only five operators in the State who own more than 10 trucks. The predominance of the owner-operator of single trucks is likely to prevent the industry from obtaining the economies and advantages of enhanced efficiency resulting from better organization of road transport in the State.

8.22 Among other features of the transport system special mention may be made of chronic over-loading of vehicles and the beginning of movement in truck-trailer combinations in order to circumvent difficulties arising from restrictions of weight over weak bridges and culverts. Study and analysis of road transport problems are rendered more difficult by the paucity of data regarding traffic, the absence of regular departmental road census of vehicles and traffic, etc. A limited degree of nationalization of goods transport by road has been introduced on the Cochin-Mannar route where 10 to 18 trucks carry tea from the estates to Cochin, and rice, manures and machinery from Cochin to the estates.

8.23 Despite an early start, the nationalized road passenger services have not made much headway. About 458 vehicles are on the road, covering 24.9 million miles annually, and carrying about 65.3 million passengers. The larger revenues resulting from increased traffic and higher fares,[1] have not improved the net profits of

[1] The revenues rose by Rs. 31 lakhs.

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the services, which have declined from Rs. 23.8 lakhs in 1956-57 to Rs. 17.4 lakhs in 1959-60.

8.24 The allotments during the Second Plan for the construction of roads and bridges were Rs. 2.146 crores and Rs. 1.932 crores respectively. The expenditure on roads and bridges in the first four years of the Plan amounted to Rs. 2.871 crores and Rs. 1.041 crores. The expenditure on maintenance in the three years 1956–59 was about Rs. 2.956 crores. The achievement in respect of road construction, improvement and upgrading and construction of major bridges lagged seriously behind targets in the fourth year of the Second Plan.

8.25 The Central Government's expenditure on the construction and improvement of national highways was as follows:

1958-59	Actual	Rs. 11 lakhs
1959-60	Revised Estimate	Rs. 32 lakhs
1960-61	Budget Estimate	Rs. 55 lakhs

8.26 The number of buses and trucks rose sharply in the State during the four years of the Second Plan; but particulars are lacking regarding the amount of public or private investment on vehicles. The nationalized passenger services planned to add 460 buses to the fleet, 300 for rehabilitation and new 160 for operating on a stretch of 400 miles of roads. If achieved, this would involve an investment of the order of Rs. 2 crores. Between 1956-57 and 1958-59 the capital at charge rose by Rs. 78.4 lakhs only.

THE INLAND WATERWAYS

8.27 The inland waterways of the State comprise: (*a*) the west coast canal system, stretching continuously except for a land-locked break between Azhikkal and Badagara (29.5 miles) a distance of over 347 miles from Trivandrum to Hosdurg; (*b*) cross canals, 387 miles long, mostly in the south of the State serving the commercial region in the midlands, and about 521 navigable miles in its various rivers. The Ashtamudi and Vembanad lakes provide extensive navigation facilities for traffic to and from Alleppey, Kottayam, Quilon and Cochin.

8.28 The waterways present a variety of problems though none of them are insuperable. These should be tackled systematically as the waterways promise superior economic advantages. Natural limitations arise from weather and rainfall; most rivers are navigable upto their middle reaches only during the period of the monsoons. In many places they are narrow and shallow (e.g., on the Trivandrum-Quilon route). Dredging is often insufficient and even the dredgers are unsuitable for dredging the narrow sections. Tugging services are required in hazardous areas, e.g., Pathiramanal-Munroe light area in the Vembanad lake. Bridges are often low, as in Varkala and on the Trivandrum-Quilon route, and they do not permit operation, particularly of passenger boats. Landing places have not been provided in many places, and where they are, they are not maintained in proper condition for use. A great drawback of water transport is insecurity and pilferage of the cargo. The

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transport activities of the State. About 240,000 tons of imports and 310,000 tons of exports of the State are handled, mostly in stream, and carried to and from the port by the inland waterway system. The role of the port and of the inland waterway system as a feeder in the transport activity of the State is likely to grow along the lines outlined in a later section.

8.33 Studies made by the Intermediate Ports Committee show that Neendakara which is six miles north of Cochin, can, if developed, serve the industries in the Quilon-Kundara area to the extent of an annual traffic of 400,000 tons comprising cashewnuts, ilmenite, etc. Koilthottam, at present handling the ore traffic, may stabilize its present traffic. Industrial developments around Calicut, such as the rayon pulp industry expected to come up at Mavur, may push the traffic at that port to over half a million tons by 1971.[1]

8.34 Several improvements were made at the Port of Cochin. With continuing increase in the import of oil, two tanker berths had to be constructed at a cost of Rs. 17.4 lakhs at Ernakulam channel to ensure safety and quicker turn-round. The pipe-line leading to the shore installations was commissioned in 1956. Three of the four additional wharf berths provided with crane, railway track, transit sheds, warehouses, open stacking space and other facilities at an estimated cost of Rs. 2.96 crores are almost ready.

8.35 Total expenditure on the development of minor ports of the State was expected to be Rs. 22.6 lakhs in the Second Plan.

8.36 Pending more detailed information regarding actual investment expenditure between 1956-57 and 1960-61, it may be estimated that the investment in the State in the Second Plan on transport–railways, roads, bridges, buses, inland waterways and ports, was about Rs. 11.14 crores. It appears that in the first four years of the Plan the actual expenditure was about Rs. 7.18 crores, i.e., about 64.5 per cent of the financial allocations had been spent. In the Third Plan period and in the Fourth, every effort must be made to fulfil as nearly as possible the physical and financial targets, as transport arrangements must be ready in advance to receive the anticipated volume of traffic without creating bottlenecks.

AIR TRAFFIC

8.37 The airports at Trivandrum and Cochin are served daily by a clockwise and an anti-clockwise service touching (*a*) Madras, Trichy, Madurai, Trivandrum, Cochin and (*b*) Coimbatore, Bangalore, Madras and Cochin. Cochin is also served by a daily service from Bombay *via* Belgaum. About 400 passengers travel every month by each of these services. About 350 passengers travel from Cochin to Belgaum and Bombay every month and 70 between Bombay and Trivandrum *via* Cochin or Bangalore. The prospects of this traffic are being studied at present by the National Council

[1] For particulars of a detailed assessment of traffic prospects at Calicut, Beypore vide *Report of Traffic Survey of Beypore*, NCAER, 1962.

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TABLE 62

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EMIGRATION FROM AND IMMIGRATION TO OTHER PARTS OF INDIA

Year	Number of		Percentage of population		
	Immigrants	Emigrants	Immigrants	Emigrants	Balance
1901	82,025	16,346	2.18	0.43	1.75
1911	83,278	26,112	1.91	0.60	1.31
1921	88,603	29,025	1.78	0.58	1.20
1931	164,389	48,503	2.61	0.77	1.84
1951	206,823	205,816	2.25	2.22	0.01

SOURCE: *Census of India, 1951*, Travancore-Cochin, Part 1 A, Report.

TABLE 63

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INVESTMENT DURING THE COMING DECADE (1960-61 to 1970-71)

Items	State sector (Rs. crores)	Centre and private (Rs. crores)	Total (Rs. crores)	Percentage share to total investment	Percentage share, All-India Third Plan
1. Agriculture	51.7	56.0	107.7	10.8	
2. Plantations	50.6	129.0	179.6	18.1	
3. Forests	5.7	..	5.7	0.6	20.6
4. Animal Husbandry	2.6	..	2.6	0.3	
5. Fisheries	2.5	8.3	10.8	1.1	
6. Minerals	0.5	0.4	0.9	0.1	
PRIMARY SECTOR	*113.6*	*193.7*	*307.3*	*30.9*	
7. Factory Industries	31.2	114.1	145.3	14.6	
8. Small Scale Sector	14.0	28.0	42.0	4.3	28.8
9. Non-factory Sector	..	18.6	18.6	1.9	
SECONDARY SECTOR	*45.2*	*160.7*	*205.9*	*20.8*	
10. Power	102.0	..	102.0	10.3	9.5
11. Transport	70.0	28.4	98.4	9.9	16.2
12. Social Services	65.0	100.8	165.8*	16.6	16.9
13. Inventories	15.0	60.0	75.0	7.5	7.8
14. Rural Public Works	40.0	..	40.0	4.0	
TERTIARY SECTOR	*292.0*	*189.2*	*481.2*	*48.3*	*50.4*
GRAND TOTAL	450.8	543.6	994.4	100.0	100.0
Loans from State Government to the Private Sector	+47.0	—47.0			
	497.8	496.6			

* Investment in social services has been derived from the Third Plan estimates (all-India) by assuming the same per capita investment as in all-India.